

[Gillett Walter B.]

MANITOBA.

CANADA.

SOME OF ITS TOWNS
AND FARMING DISTRICTS.



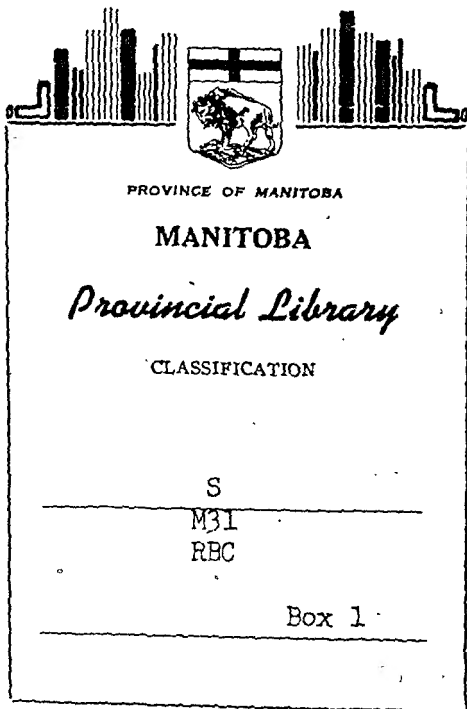
*Interesting Facts and Reliable
Information.*

FARMS FOR SALE.

Preserve this pamphlet for future reference, or, if you are not coming to Manitoba, kindly hand it to any friend who may be thinking of emigrating or changing his location.

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Manitoba.





MANITOBA.

From various causes Manitoba has been the subject of much misrepresentation and misconception. Friends and foes alike have, often to suit their own purposes, exaggerated when speaking of its climate and resources. A tourist or prospector, after spending a few days or weeks in Winnipeg, upon returning home could tell all about the country, its climate and natural features, and, although he spoke confidently, as a matter of fact knew comparatively little about it. To some it was the lazy farmer's paradise, where, *with little or no labour, and without knowledge or experience*, any one could raise wheat by the thousand bushels and become rich in a year or two. Others could not paint it black enough, and declared they would not live in the country at all.

The truth is that Manitoba is a fine Province with a wonderfully fertile soil, and one of the healthiest climates in the world (for proof, travel through the country and see how strong and vigorous the people, especially the farmers and their families are). The winter, although cold, is dry and bracing, and, with perhaps a few exceptionally cold days, enjoyable.

Horses, cattle, sheep, hogs, and poultry thrive immensely, and are a source of profit to their breeders. All stock and the produce thereof find ready sale. The prairie meadows furnish an abundant supply of most nutritious natural hay, and with proper farming the finest wheat, oats, barley, flax, rye, and vegetables are produced. What the country wants is energetic men and women to come and possess it, practical farmers, *who are prepared to work as hard in Manitoba as they have been doing where they now are*—to these the chances of success are great—in fact CERTAIN—land being so cheap that a good farm can be bought in Manitoba for little more than the annual rent of a farm in the older Provinces or the United States—*while acre for acre with as good tillage it will produce more.*

Progress and Development.

In 1870 the population of Winnipeg (then Fort Garry) was 215, and that of the Province 12,200. Then there was not a mile of railway within hundreds of miles of its boundaries, and no grist mill worthy of the name. In 1878 the Pembina branch of the C. P. R., (66 miles) was completed.

In 1881 the population of Winnipeg was 12,000 and of the Province 65,000. In 1886 Winnipeg had 21,000 and the Province 108,640 people, and now in 1887 it is estimated that Winnipeg has 24,000 and the Province 115,000. There were in 1886 within the Province 999 miles of railway in operation, and roller process flour mills with a total capacity of turning out three thousand barrels of flour per day, and, in addition a large number of two and three run stone mills scattered over the Province. Many miles of railway and many fine mills are now projected, and their construction will be gone on with as soon as spring opens.

The Rapid Increase in the Number of Schools

In the Province, and in the attendance thereat, as shown in the following table, are most convincing proofs of this material progress:

<i>Year.</i>	<i>Number of Schools.</i>	<i>Attendance.</i>
1871	33	816
1875	43	1,595
1880	101	3,735
1885	406	14,546
1886	549	17,210

At Winnipeg there are Church of England and Presbyterian Colleges and one nonsectarian University—and at St. Boniface a Roman Catholic College.

As late as 1881-2 the settlers had to endure all the hardships of immigrants going into a new and comparatively unknown country. Upon arrival at Winnipeg they had to team or walk to the district in which they intended to settle, and to cross unbridged creeks and sloughs in the best way they could, often being delayed for days owing to obstacles met with on the trails. In 1887 the new settler can ride to within a few miles of his farm in comfortable carriages over first-class lines of railway, and now finds well organized municipalities, thriving towns and villages, churches, schools, elevators, grist mills, good roads, bridges, and every evidence of substantial improvement and a well ordered country. This great change has practically taken place within the past five years.

In 1881 and '82, owing to many influences, the Manitoba boom held high carnival, and not only did the city men speculate but many of the farmers of the Province were drawn into the swirl. Farm property, as well

as city and town lots, became inflated in value. Every man was to have a railway station, if not a town site, upon his farm—saw untold riches in the immediate future—which he was to secure without work, became extravagant, and, if he had money, spent it without consideration, and if he had not, got credit, and bought farms and town lots. Many farmers sold their farms at high prices and bought others at speculative figures. Many who were in a position to do so mortgaged for large sums and spent the money recklessly—credit was easily obtained by those who owned homesteads and debts were contracted far beyond the power to repay. After the boom came reaction and collapse. The price of lands fell, and speculators (often farmers) who had purchased a large number of farms and had heavily mortgaged them, and were besides otherwise embarrassed, found themselves inextricably involved in debt. As a consequence many farms were abandoned, not because they were not good, but because their owners were bankrupt. This is one of the principal reasons why there is such a number of desirable farms for sale at the present time. If their former owners had given their energies to working them properly, and had used their resources in accumulating stock, as did hundreds of men, who at the time of "the boom" were considered by their speculative neighbors very slow coaches, like them they would now have comfortable and well-stocked homesteads, of which the people of any country might be proud.

However, these vacant farms, especially those near the railways, are being gradually picked up by the sons of Manitoba farmers, and by the new arrivals who are continually coming into the Province, consequently there is now every prospect that the prices of farming lands will steadily advance until the actual values of these lands are reached, which are much above what at present they are being offered for.

MANITOBA TOWNS, ETC.

Emerson and West Lynne

Are situated on the Red River at the International Boundary, 66 miles south of Winnipeg, at the junction of the C. P. R. and St. P. M. & M. Railways. Emerson on the east and West Lynne upon the west bank are connected by two fine bridges, one of iron, erected at a cost of some \$250,000—Population about 800.—The surrounding country is most fertile and varies from clay to sandy loam and from level to rolling; it is well settled. There are daily trains and mails, 4 churches, a fine public school, 1 express and 2 telegraph offices, 2 newspapers, registry and county court offices, 2 lawyers, 2 doctors, 2 dentists, 2 veterinary surgeons, 6 hotels and from 25 to 30 shops, saw mill, grist mill, 2 grain elevators and a brewery.

At one time, before the extension of the railways, Emerson had a much larger population, but when the lines were built west and southwest from Winnipeg a large part of the trade which formerly centered there was cut off. Farmers who at one time came as far as one hundred miles to do their trading at this point now have the railway at their doors, so to speak.

Dominion City,

On the Roseau River, a tributary of the Red, is a station on the Canadian Pacific Railway, 10 miles north of Emerson and 56 south of Winnipeg. Population 200, daily trains and mails, express and telegraph offices, 3 churches, school, 4 general stores, 2 hotels, 2 blacksmith shops, grist mill, etc. There is an abundance of wood for fuel in this district.

FARMS FOR SALE.

(1) 320 acres—W $\frac{1}{2}$ 7, 1, 2 E, 4 $\frac{1}{2}$ miles west of Emerson; soil black loam, level to slightly undulating. About 100 to 125 acres have been broken and cultivated. Good 1 $\frac{1}{2}$ story frame shingle roofed dwelling 20x22, addition 14x14. Painted and plastered. 1 $\frac{1}{2}$ story frame shingle roofed stable and granary 26x30. All in excellent repair. Price \$2,300. A great bargain.

(2) 320 acres—SW $\frac{1}{4}$ 3 and SE $\frac{1}{4}$ 4, 1, 4 E, 10 miles east of Emerson; soil black loam on west side to sandy

loan on east end of farm, which (east end) lies on a high ridge. Frame buildings poor. Some 150 acres have been broken. One of the best farms in Manitoba. Neighborhood well settled. The projected Duluth & Winnipeg Railway will, in all probability, pass within a mile or two of the east end of this property, and station will have to be located at the Boundary line. Price \$2,200.

(3) 320 acres—S $\frac{1}{2}$ 22, 2, 3 E, 1 $\frac{1}{2}$ miles east of Dominion City. 1 $\frac{1}{2}$ story frame shingle roofed dwelling 16x24. Painted and well finished. Log out buildings. Some 100 acres cultivated. This is a fine farm and is, considering its position, well worth \$11 to \$12 per acre, i. e. \$3,840. Price \$2,350.

(4) 319 acres, more or less—E $\frac{1}{2}$ 25, 2, 4 E, 9 $\frac{1}{2}$ miles east of Dominion city. Good log shingle roofed dwelling 15x17, addition 12x17. Log stables and granary 15x30 and 15x16. 60 acres cultivated. A branch of the Jordan creek cuts through the property, which is level to undulating, except banks of creek or coulee, which are gently sloping and about 50 feet deep. The school house is built on the southeast corner of the property, one acre of which was given to the trustees for that purpose. Price \$1,600.

St. Jean Baptiste,

Village on the west side of the Red River 6 miles south of Morris, and 18 miles north of Emerson, C. P. Railway station. Morris is 42 miles south of Winnipeg. St. Jean Baptiste has grist mill, two general stores, Doctor, R. C. Church, school, hotel, blacksmith shop, etc. At Morris and Emerson there are elevators. The projected Manitoba Central Railway, to connect Winnipeg with the Northern Pacific and Grand Trunk Railway companies' systems, and which it is confidently hoped will be built and running by October or November, 1887, will have a station at or near St. Jean Baptiste.

FARMS FOR SALE.

(5) 98 acres—River lot 243, in the village of St. Jean Baptiste. Nearly all under cultivation. Good log dwelling 1 $\frac{1}{2}$ x20x24, shingle roof. Log stables 20x24. A beautiful property fronting on the Red River. Price \$1,350.

(6) 320 acres—NE $\frac{1}{4}$ and SW $\frac{1}{4}$ 35, 2, 1 E, about 16 miles northeast of Emerson, 6 miles south of St. Jean Baptiste, and 12 miles south of Morris. Level to undulating land; soil first quality. 60 acres cultivated. Goo

shingle roofed dwelling, about $1\frac{1}{2} \times 16 \times 20$. Log stables. Price \$1,300.

(7) 640 acres—17, 3, 1 E, 5 miles southeast of St. Jean Baptiste, and about same distance from Emerson and Morris as number 6. Frame dwelling and small out buildings. Some 150 acres have been cultivated. A fine coulee cuts through this section, which is an excellent one. Price \$4,000. Well worth \$10 per acre, or \$6,400. These farms are all within 5 miles of Red River, upon the banks of which there is plenty of wood.

Marquette

Is a station on the main line Canadian Pacific Railway 29 miles west of Winnipeg. At it there are general store, express and telegraph offices, registry office. It has daily trains and mails. The surrounding country is well adapted to grain raising and dairying. Its proximity to Winnipeg makes the latter especially profitable, and lands will increase in value with the growth of Winnipeg. There is plenty of wood for fuel in this district.

FARMS FOR SALE.

(8) 480 acres, more or less—N $\frac{1}{2}$ and SE $\frac{1}{4}$ 2, 13, 3 W, about $1\frac{1}{2}$ miles west of Marquette. No improvements. \$6 per acre, or \$2,880.

(9) 320 acres, more or less—W $\frac{1}{2}$ 21, 11, 2 E, 5 miles west of Winnipeg. Large cultivation. Log dwelling and out buildings. This is a most valuable property and, as the city grows, will increase rapidly in value. Price \$20 per acre.

Portage la Prairie

Is a town of about 2100 inhabitants, situated upon the Assiniboine River and Canadian Pacific Railway, 56 miles west of Winnipeg. It is also the terminus of the Manitoba and North Western Railway (now built and in operation to Langenburg, a point 236 miles north west of Winnipeg, with branches to Rapid City and Russell.)

Portage la Prairie contains five churches, fine public school, several elevators, two grist mills, one of them roller process of a capacity of from 150 to 200 barrels per day, pot and pearl barley mill, oat meal mill, paper mill, saw mill, brewery, and a number of fine stores and hotels, doctors, lawyers, etc.; and is surrounded on the east, north and west by a magnificent farming country; on the south is a tract of timber land.

Macdonald

Is the first station north of Portage la Prairie, (10 miles) on the M. & N. W. Railway. Has 2 grain warehouses.

McGregor

Is the third station west of Portage la Prairie on the main line Canadian Pacific Railway, being 21 miles west of Portage la Prairie and 77 west of Winnipeg; has general store, telegraph, express office, daily trains and mails. Good grist mill will, it is understood, be erected this spring.

High Bluff

Is the first station east of Portage la Prairie on main line C. P. R., 7 miles east of Portage la Prairie and 49 miles west of Winnipeg. Population about 200 Has 3 churches, saw mill, 75 barrel roller process grist mill under construction, 3 grain warehouses, school, express and telegraph office.

FARMS FOR SALE.

(10) 164 acres more or less. Lot 62 Parish of High Bluff. About three miles from High Bluff station. Some 40 acres cultivated. Good log dwelling 20x24, shingle roof, log stables, fine hay meadow. Property fronts on Assiniboine River upon banks of which there is good bush. Price \$1200

(11) 320 acres. S $\frac{1}{4}$ 34, 12, 8 W. At Macdonald station (Manitoba and North Western Railway), 10 miles north west of Portage la Prairie. The station just across the road allowance. Rat Creek cuts through the north east corner of farm. Good log dwelling shingle roof. Log stable. Some 50 acres cultivated. One of the best farms for mixed farming in Portage la Prairie district, being about equally divided between arable land, pasture, and hay meadow. This property is most advantageously situated, and is one that will increase in value. Price \$12 per acre, \$3,840.

(12) 160 acres—NW $\frac{1}{4}$ 14, 12, 10 W. $3\frac{1}{2}$ miles north of McGregor. Log house and stables. Some 25 acres have been cultivated. This locality is admirably adapted to dairying and mixed farming, there being plenty of hay and grazing land. Price \$800.

The HON. WALTER CLIFFORD has a fine dairy and stock farm, upon which he resides, at Austin a few miles west of this place. His butter and herd of cattle are celebrated.

Carberry

On the main line of the Canadian Pacific Railway, 106 miles west of Winnipeg (Brandon is 27 miles further west); is the market town for the district known as THE BIG PLAIN—a beautiful stretch of level prairie famed for the fine quality and large crops of wheat it produces. A stranger travelling over the plains now can hardly realize upon seeing the well fenced and cultivated farms, comfortable buildings, fine horses, cattle, and sheep, that it has been settled for only some seven years. Comparatively few farms are for sale, and high prices are asked. It is only some four years since the station was located and the town commenced. Now Carberry contains some 350 people, 2 churches, public school, 20 business houses, general stores, etc., 2 blacksmith shops, 4 hotels, registry office, 2 lawyers, 2 doctors, 1 veterinary surgeon, 3 butchers and cattle dealers, several grain elevators and a 200 barrel roller process grist mill, one of the best in the Dominion. There are daily trains and mails, express and telegraph offices.

Melbourne

7 miles east of Carberry and that distance nearer Winnipeg, is a station on main line C. P. R., has post office, school and church, grain warehouse, daily trains. The country about it is rolling to hilly, the hills being light and sandy, producing early pasturage. Stock and sheep do well, and several individuals and one incorporated company are going largely into sheep and stock. Between the hills there are level to undulating prairie lands. Soil good clay loam to sandy loam, producing abundant and early crops, good hay meadows are numerous, and some 6 miles south of Carberry and Melbourne there is the big spruce bush containing many square miles of wood.

FARMS FOR SALE.

(13) 320 acres—W $\frac{1}{2}$ 28, 10, 13 W. $\frac{1}{2}$ mile from Melbourne station, 7 from Carberry. Some 50 acres broken. Small frame house. Rolling land. Excellent soil. Price \$2,100.

(14) 320 acres—Pt 4, 11, 13 W. $1\frac{1}{4}$ miles north of Melbourne station, 7 from Carberry. Large cultivation, good comfortable frame shingle roofed dwelling fair out buildings. A bargain \$1,350.

(15) 160 acres—NW $\frac{1}{4}$ 4, 10, 13 W. 4 miles south of

Melbourne station and about 9 south east of Carberry. About 100 acres cultivated Good log dwelling, stables, and granary. One of the very best farms in this fine district. Price \$1,300.

(16) 320 acres—S $\frac{1}{2}$ 1, 13, 15 W. 12 miles north of Carberry. Fair frame house and out buildings. Large cultivation. Never failing spring of good water. A beautiful property. Price \$1,600.

(17) 160 acres NW $\frac{1}{4}$ 1, 12, 16 W. 13 miles northwest of Carberry, and 7 miles north of Sewell, C. P. R. station west of Carberry. Fair buildings; large cultivation; good hay meadow; excellent soil and good neighborhood. Price \$1,050.

Brandon,

On the Assiniboine River and on the main line C. P. R. 132 miles west of Winnipeg, was not in existence in 1881, 6 years ago. It now contains 2500 people, 140 business establishments, many of the stores being very large and fine. All classes of business and professions are represented. There are fine churches and schools, 3 newspapers. 5 grain elevators, oatmeal mill, and a 150 barrel roller process grist mill.

In 1882 nearly everything in the way of food, not only for the use of the town, but also for many of the farmers of the surrounding country, who had only then recently taken up their land, had to be imported. In 1886 there were marketed at Brandon and exported nearly six hundred thousand bushels of wheat, one million pounds of pork, besides large quantities of other grain, flour, meal, beef, butter, eggs, etc. In 1885 about one million bushels of wheat were marketed at Brandon, but, owing to the extension of lines of Railway to the south and north, a large part of the trade which reached Brandon in 1885 was in 1886 deflected to points on other railways. The country about Brandon is high rolling prairie with most fertile soil and there are many large farmers in the district who own fine herds of thoroughbred cattle.

NOTE.—The quantity of wheat and other produce marketed at other points has been equally remarkable, but it has been impossible, owing to lack of organization, to obtain exact figures. At Brandon there is an efficient BOARD OF TRADE which furnished the figures given above.

Rounthwaite Settlement,

Post Office, church and school are about 16 miles south of Brandon. The lands in the district are undulating to rolling prairie, well watered; soil rich dark loam. The Brandon hills lie immediately to the west and furnish an abundant supply of wood. There are many large farmers in the district, who crop from 75 to 200, 300 and 400 acres, and have fine herds of stock. About 10 miles south of Rounthwaite is the Gregory roller process flour mill, capacity about 100 barrels per day.

Souris Village

And Post Office (Plum Creek settlement) is about 27 miles southwest of Brandon. The village contains several fine general stores, church, school, hotels, and a fine roller process flour mill, capacity about 150 barrels per day. The district is largely settled by Ontario farmers and is improving rapidly.

FARMS FOR SALE.

(18) 160 acres—SE $\frac{1}{4}$ 15, 8, 18 W, 1 $\frac{1}{2}$ miles from Rounthwaite P. O., and about 16 miles from Brandon. No dwelling. Fair Granary. Some 30 acres broken. Farm rolling. About equally divided between arable land, pasture and hay meadow. Soil excellent. Neighborhood well settled. Price \$750.

(19) 320 acres—E $\frac{1}{2}$ 35, 6, 22 W, about 7 miles southwest of Plum Creek. No improvements. Fine land. Price \$1,200. This property is surrounded on all sides by good settlement and well improved farms.

Rapid City,

On the Little Saskatchewan River, 18 miles north of Brandon, is the present terminus of the Saskatchewan & Western Railway, and is, by rail, 149 miles west of Winnipeg. Population about 300. It has daily mails, telegraph and express offices, several churches, fine schools, good stores and hotels, lawyer, doctor, cheese factory, two grist mills, (one roller process, just completed, capacity 150 barrels per day), good woolen mill, and a short distance north of the town is quite an extensive pottery.

Riverdale

Station, midway between Rapid City and Minnedosa, on the Saskatchewan & Western Railway.

Minnedosa

Is a town on the Little Saskatchewan River and Manitoba & Northwestern Railway, 17 miles northeast of Rapid City and 134 miles, by rail, from Winnipeg. Population about 600. Has mails and trains four times per week, 3 churches, fine schools, stores and hotels, lawyers, doctors, saw mills, good grist mill and 2 grain elevators, blacksmith, etc.

Bridge Creek

Post Office and station on Manitoba & Northwestern Railway, 8 miles east of Minnedosa.

Basswood

Post Office and station on Manitoba & Northwestern Railway, 10 miles northwest of Minnedosa.

Newdale

Post Office and station on Manitoba & Northwestern Railway, 19 miles northwest of Minnedosa.

THE HON. DR. HARRISON, MINISTER OF AGRICULTURE in the present Government of Manitoba, has a fine farm, about 4 miles from Newdale station, upon which he has resided a number of years.

Strathclair

Post Office and station on Manitoba & Northwestern Railway, 28 miles northwest of Minnedosa, and 9 miles east of Shoal Lake Station, where there is a smart little town about one year old, counting among its industries a new 75-barrel roller process flour mill.

The country surrounding Rapid City, Minnedosa, Bridge Creek, Basswood, Newdale, Strathclair and Shoal Lake is from rolling to hilly, prairie more or less interspersed with nice bluffs of poplar and willow, affording plenty of fire wood and some building timber. It is well watered by the Little Saskatchewan River and numerous small streams, lakes, and ponds. The soil is a rich dark loam and most fertile. There is abundance of natural hay, and the farmers are raising large numbers of cattle and sheep, the latter doing so well that a woolen factory has been erected at Rapid City. Other mills will, no doubt, follow.

FARMS FOR SALE.

(20) 320 acres—E $\frac{1}{2}$ 28, 12, 2 W, 8 miles southwest of Rapid City, and one mile east of the Little Saskatchewan

River. Rolling prairie with grand soil. Some 50 acres have been cultivated. No buildings. Price \$1,300

(21) 160 acres—SW $\frac{1}{4}$ 24, 14, 20 W, 6 miles north of Rapid City, 8 miles south of Basswood, and 12 southwest from Minnedosa. No improvements. Rolling land, the best of soil. Price \$550.

(22) 160 acres—NW $\frac{1}{4}$ 13, 14, 19 W, close to Riverdale station, 7 $\frac{1}{2}$ miles from Rapid City, 7 $\frac{1}{2}$ miles from Minnedosa. Improvements small. Log house. Fine land. Price \$800.

(23) 160 acres—NW $\frac{1}{4}$ 27, 14, 18 W, 2 $\frac{1}{2}$ miles from Minnedosa. Log dwelling and out buildings. Fine rolling land. Price \$800.

(24) 160 acres—SE $\frac{1}{4}$ 20, 15, 18 W, 5 miles west of Minnedosa. Log dwelling and stables. Large cultivation. \$700.

(25) 320 acres—S $\frac{1}{2}$ 6, 14, 16 W, 6 miles south of Bridge Creek station, 12 miles southeast of Minnedosa, 18 miles from Douglas station, main line C. P. R., $\frac{1}{2}$ mile Glendale P. O. Quite near church and school. Large cultivation. Buildings poor, but can easily be put in good shape. An excellent farm. Price \$1,200.

(26) 320 acres—E $\frac{1}{2}$ 35, 13, 17 W, lies one mile west of No. 25, and is about same distance from stations, etc. Buildings and general character much the same. Price \$1,150.

(27) 320 acres—E $\frac{1}{2}$ 2, 15, 20 W, 12 miles west of Minnedosa, 6 miles southwest of Basswood station, 11 miles northwest of Rapid City, 3 miles from Raven Glen P. O. Small frame house. Magnificent rolling land. Price \$1,100.

(28) 320 acres—E $\frac{1}{2}$ 22, 14, 21 W, 20 miles west of Rapid City, 13 miles south of Strahlclair station, and about 3 miles from each of the Post Offices of Violadale, Oak River and Totonka. Rolling prairie with bluffs. Small log buildings of little value. The Northwest Central Railway from Brandon, via Rapid City, and thence to Battleford, construction of which it is said will be commenced this season, will run near this property, and also near numbers 29 and 30.

(32) 160 acres, more or less—NW $\frac{1}{4}$ 3, 16, 20, 2 miles from Newdale station. Some 20 acres have been cultivated. Small log buildings of little value. Fine land. Price \$650.

(29) 160 acres—NE $\frac{1}{4}$ 33, 13, 22 W, 18 miles west of Rapid City, and 18 miles south of Strathclair station, 1 mile from Oak River P. O.. Unimproved. Price \$500.

(30) 160 acres—NW $\frac{1}{4}$ 14, 14, 23 W, 22 miles west of Rapid City, 18 miles southwest of Strathclair station, and 3 miles from Hamiota P. O. Small log buildings. Some 20 acres broken. Price \$750.

(31) 160 acres—NE $\frac{1}{4}$ 32, 15, 19 W, 1 $\frac{1}{2}$ miles from Basswood station, and 11 miles from Minnedosa. Inferior buildings; large cultivation and splendid land. Price \$800.

(33) 160 acres—SE 34, 11, 20 W, 13 miles southwest of Rapid City and same distance northwest of Brandon. Fine rich soil, undulating prairie. Some 20 to 30 acres cultivated. Inferior buildings. Price \$1,100.

All the above described farms in the Minnedosa and Rapid City districts are good, and are well worth \$10 per acre to any men who intend to settle upon and improve them and make comfortable homes. They can, however, be bought now, as above, from \$3.50 to \$5 per acre.

Neepawa,

A town on the Manitoba & Northwestern Railway, 117 miles west of Winnipeg. Population about 250. Has 2 churches, good school, county buildings, mails and trains 4 times per week, telegraph and express offices, good stores, newspaper, doctor, lawyer, good grist mill, and is surrounded by a beautiful and well settled country, dotted with bluffs. North of Neepawa some few miles are the Riding Mountains, where there is fine timber.

FARM FOR SALE.

(34) 320 acres—N $\frac{1}{2}$ 24, 13, 16 W, 10 miles south of Neepawa, and 14 miles north of Sewell station, main line C. P. R., 5 miles from Glendale and Osprey Post Offices. Small log buildings. Large amount of breaking. A fine farm. Price \$1,050. *A bargain.*

Stonewall,

A town 20 miles northwest of Winnipeg, is the terminus of the Stonewall branch C. P. Railway. Population about 250. Has church, school, good stores and hotels, doctor, newspaper, registry office, blacksmiths, fine stone quarry, planing mill, oat meal mill, splendid new roller process flour mill, capacity 50 barrels per day, abundance

of good wood and water. Is surrounded by well settled and improved farming district, in which dairying, stock and sheep raising are large interests. The Hudson's Bay Railway, 40 miles of which are now built, runs a few miles west of Stonewall.

McAllister's Dairy,

At stony mountain, some 7 miles southeast of Stonewall, is said by Prof Barre, of the Ontario Agricultural College and Model Farm, to be the finest in the Dominion.

FARMS FOR SALE.

(35) 160 acres—NW $\frac{1}{4}$ 23, 14, 1 W, 12 miles from Stonewall, 1 $\frac{1}{2}$ miles from Argyle P. O., and will be about 5 or 6 miles from the station on Hudson's Bay Railway. Unimproved. Undulating Prairie. The choicest land. Price \$800.

(36) 160 acres—NE $\frac{1}{4}$ 28, 14, 1 W, about same distance from Stonewall and Hudson's Bay Railway as number 34. Concrete dwelling. Small cultivation. Rolling land. A gravel ridge crosses this quarter section, affording an excellent building site and fine early pasture; fine place for stock and sheep. There is large amount of arable land. Price \$1,000.

Holland,

A town on the Manitoba Southwestern Colonization Railway, 86 miles southwest of Winnipeg. This is a new town brought into existence in the winter of 1886 by the extension of the railway. It already has a population of about 100. Several general stores, hotels, blacksmiths, etc., tri-weekly trains and mails. An elevator, and fine roller process flour mill to be erected at once, all preliminary steps having been taken and capital provided. The country surrounding Holland is fine rolling prairie, with numerous streams, ravines, and bluffs of poplar. Settlement consists largely of farmers from Ontario and England, and there are few farms for sale.

Treherne Station,

Village and Post Office, 9 miles east of Holland on the M. S. W. C. Railway, 77 miles southwest of Winnipeg. Country similar to that about Holland. Both Village and country improving rapidly. Some 8 miles to south is fine bush, poplar, oak, etc.

Norquay,

Village and Post Office, 10 miles southeast of Holland. Has church, school, general store, hotel, doctor, blacksmith, saw mill, grist mill, etc. A large amount of wood land and good timber about the village and in the district.

FARMS FOR SALE.

(37) 320 acres—S $\frac{1}{2}$ 13, 6, 10 W, 8 miles south of Treherne, 11 miles southeast of Holland, 3 miles from Norquay. Large amount of breaking. Log house and stable. Fine land. Some wood. Price \$1,450.

(38) 320 acres—W $\frac{1}{2}$ 16, 8, 10 W, 4 miles from Treherne, 6 miles from Holland, 1 mile from Olive P. O. Good log dwelling and out buildings. Large cultivation. Fine land. Price \$1,600.

(39) 320 acres, more or less—E $\frac{1}{2}$ and part W $\frac{1}{2}$ 24, 7, 11 W, 2 miles south of Holland. No buildings. Some 40 or 50 acres broken. Splendid situation. Good soil. Price \$1,500.

(40) 320 acres—N $\frac{1}{2}$ 31, 7, 11 W, 2 miles south of Holland. Large amount of breaking. Small log buildings. Grand soil. Level prairie, cut by deep ravine, a branch of the Cypress River. Price \$1,500.

Morden.

A town on the C. P. R. Southwestern Railway, 81 miles southwest of Winnipeg. It is surrounded by a fine prairie country, well settled—to the east, south and northeast by thrifty Mennonite farmers (Germans), and to the north, south and west by English speaking people, many being large and well to do farmers, raising large crops and breeding large numbers of cattle, sheep, and pigs. Morden has four churches, fine school, daily mails and trains, telegraph and express offices, newspaper, good hotels, stores, and all the professions and trades are well represented. It has two grist mills, one of them roller process; 2 large grain elevators, capacity 90,000 bushels. There is an abundance of wood on the "Pembina Mountains" (an abrupt rise in the prairie, broken by ravines and coulees), from 6 to 7 miles to the southwest, and smaller quantities along the numerous small streams. Morden was only located and the town commenced in 1883.

FARM FOR SALE.

(41) 320 acres—N $\frac{1}{2}$ 4, 1, 5 W, 12 miles south of Mor-

den. Rolling prairie, with small bluff. Small log dwelling. Good soil. A bargain. Price \$1,000.

Manitou,

A town on the C. P. R. S. W. Railway, 102 miles southwest of Winnipeg, and 24 miles west of Morden, to which it is in many respects similar. Has daily trains and mails, telegraph and express offices. The country surrounding the town is more rolling and hilly than at Morden, and dotted with many nice bluffs of poplar and willow. Most fertile soil, rich dark loam. Fine settlement of energetic and successful farmers and stock breeders.

St. Leon,

Village and Post Office, 7 miles northwest of Manitou. Has grist, oat meal, barley and saw mills, and to the north and northeast there is abundance of wood.

Pilot Mound,

A town on the C. P. R. S. W. Railway, 23 miles west of Manitou, and 125 miles west of Winnipeg. Population 75. Has several churches, good public school, registry and county court offices, large stores and hotels, doctor, lawyer, banker, good grist mill, blacksmiths, daily trains and mails, telegraph and express offices. Country surrounding it rolling prairie. It is the centre of a well settled district, having many large and well to do farmers and stock breeders. A short distance to the north and northwest there are several fine lakes, drained and connected by the Pembina River, with heavily timbered banks, and abounding with fish.

Crystal City.

On Crystal Creek, a branch of the Pembina river, 5 miles west of Pilot Mound, on C. P. R. S. W. Railway. Has good school, grist mill, stores hotel, blacksmiths, etc., daily trains and mails, etc. Country very similar to that about Pilot Mound. The railway was extended through from Manitou to Pilot Mound, Crystal City, Clearwater, Bois-sevain and on to Deloraine, 202 miles from Winnipeg, only a year ago.

FARMS FOR SALE.

(42) 320 acres—W $\frac{1}{2}$ 36, 4, 9 W, about 1 mile from St. Leon and 7 from Manitou, rolling land with some small wood and scrub. — acres cultivated. Log dwelling

and stables. Good property for mixed farming. Good stock country and plenty of arable land. Price \$1,700.

(43) 320 acres—E $\frac{1}{2}$ 33, 1; 10 W, about 12 miles south and east of both Pilot Mound and Crystal City. Large cultivation and good settlement. Log dwelling and stables. An excellent farm. Price \$1,200.

(44) 160 acres—NW $\frac{1}{4}$ 34, 4, 9 W, 2 miles from St. Leon and 9 from Manitou. Good log dwelling, shingle roof, and stables. About 70 to 80 acres arable land; balance lake, marsh and pasture. Price \$350.

The farms described herein are for sale, and the subscriber, or his agents, will cheerfully furnish intending settlers with further particulars.

I shall also be glad to give the names and addresses of farmers living near the properties advertised, with whom correspondence can be opened, if desired, by those who may be considering the advisability of making Manitoba their home. This will give intending purchasers an opportunity, without expense or personal inspection, of obtaining reports from neighbours, who from actual knowledge and experience, are qualified to give advice and pass an intelligent and disinterested opinion upon the value and character of the properties in question, and the districts in which they are situated.

It is the firm impression, warranted by the facts, that prices of land, which are at present much below the real value, will increase steadily during the next year or two. Taking into consideration the rapid progress made by the Province during the past five years, the large number of settlers continually coming into it, and the many railway and other enterprises and public works in progress and projected, a sharp advance in prices at any time would surprise no one. Those who purchase land now or in the early future will be able to secure the best locations, and reap the benefit of the rise in values.

TERMS :

A purchaser may pay one-quarter of price in cash, or as much more as he desires at time he buys. Any balance to be secured by mortgage upon the property, and to be payable say in 5 or 10 years, by small annual instalments, with interest at 8 per cent. annually, the purchaser to have the privilege of paying any further sums on account of principal at any time, interest to cease thereon from time of payment.

If purchasers guarantee to put substantial and valuable improvements in the shape of buildings, fencing, etc., upon a property, a smaller cash payment may be arranged for.

For further particulars apply to

W. B. GILLET,

523 Main Street,

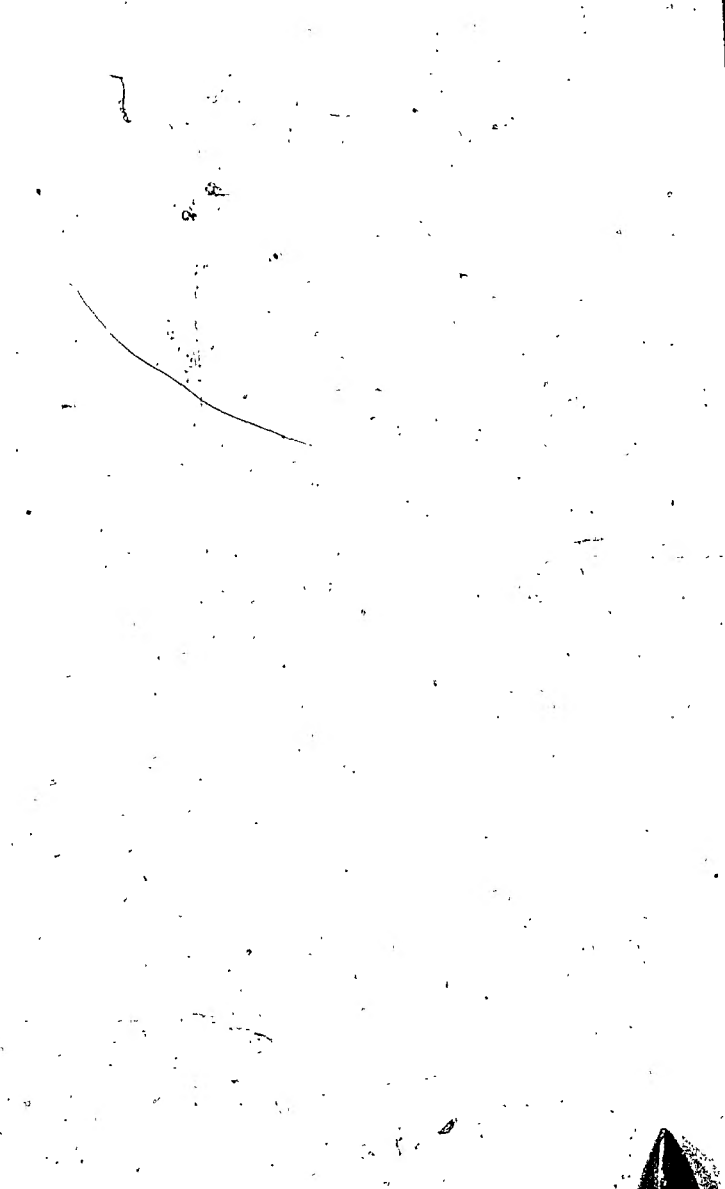
P. O. Box 248.

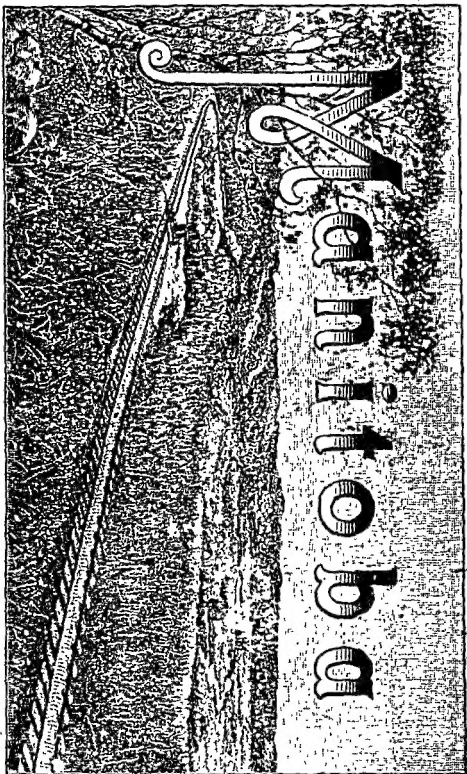
Winnipeg.

Or to

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View of the Valley of the Little Saskatchewan River from a point on the Manitoba & Northern Railway, showing the river and Town of Minnedosa in the distance.
(From a Photograph.)